

Fuel Oil non-availibilty report

Name of Vessel:	<i>Mandarin HanTong</i>	Flag:	<i>Singapore</i>	IMO Number:	9569956
(if other relevant registration # enter here) :					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
Position 25 56.4N 087 44.65W To New Orleans To Lake Charles To Corpus Christi To exist of ECA					
Port of Origin:	Richards Bay	Date:	01-Mar-2014		
Port of Destination:	Corpus Christi	First US port of Arrival:	New Orleans		
Date vessel first received notice that it would be transiting in the N. American ECA:					12-Feb-2014
Vessel's location at the time of notice:		At sea 1day before arrival Durban			
Date/Time ship operator expects to enter N American ECA:			27 Mar 2014		
Date/Time ship operator expects to exit N American ECA:			15 Apr 2014		
Projected days ship's main propulsion engines will be in operation within N American ECA:					4 days
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					2.48%
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>Vessel's shipment is from Richards Bay to USG with following port rotation.</p> <p>1st discharging port – New Orleans</p> <p>2nd discharging port – Lake Charles</p> <p>3rd discharging port – Corpus Christi</p> <p>Before ECA entry, Richards Bay is the last available bunkering port, but LSFO is not available.</p>					

[illegible]

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
1. During consumption LSFO viscosity 15CST 2. During consumption LSFO temp 130°C 3. Changed LSFO 3 HRS in advance
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

1.Empty & clean LSFO tanks & service tanks before refill; 2. Boiler pressure 6kgs/cm²; 3. Ensure automatic viscosity parameter in good condition;

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
LSFO at New Orleans (1 st discharging port) is available, and will supply compliant fuel oil.							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
Suphur content of HSFO is 2.48%							
List below U.S. ports visited in the last 12 months: Nil			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a)			Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Zhang WeiWei		Ship Operator Name:		Oldendorff	
Legal Agent in the U.S.:				Ship Owner Name:		Mandarin Hantong Shipping Pte Ltd	
Name of designated Corporate Official: Dasin Shipping Pte Ltd							
Address (Street, City, Country, Postal Code):			8 Shentong Way #46-03 AXA Tower			Singapore 068811	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature

Print Name

Date

Oldendorff Carriers S.A. & CO KG

San Hwi Lee

3/13/14